

DOWNTOWN ROAD LINKING 2 RIVERS IS VOTED BY CITY

**84.8 Million Elevated Route
May Be Started in 1961**

—U. S. Will Pay 90%

N. Y. U. HOUSING BACKED

**School Gets Remaining Site
at Washington Sq. Village
—Part to Be Co-op**

By PAUL CROWELL

The route for the long-awaited lower Manhattan expressway was approved by the Board of Estimate last night. It will link the Holland Tunnel and the West Side Highway with the Manhattan and Williamsburg Bridges on the Lower East Side.

The estimated cost of the project is \$84,856,000, with the Federal Government paying 90 per cent of construction and land acquisition costs and the state 10 per cent.

For most of its route the expressway will be an elevated structure, but the approach to the Williamsburg Bridge will be below street level. Part of the approach will pass under the Chrystie Street extension of the IND subway, now under construction.

It was indicated last night that a resolution authorizing the condemnation or purchase of the property needed for the expressway would be introduced soon.

Other Actions Needed

Although it was predicted that construction of the road would be started next year, the forecast was considered over-optimistic. Before the construction can be started, 2,200 families, 365 retail stores and 480 other commercial establishments must be relocated, plans and specifications prepared and contracts let. Each of these steps must come before the Board of Estimate.

In another action last night, the board adopted a compromise proposal for a three-block section of the Federally aided slum clearance project south of Washington Square.

It approved the transfer of the section to New York University, which sought the site to build living quarters for its faculty, staff and married students.

As a concession to Greenwich Village civic leaders who had demanded that the area be devoted to middle-income coop-

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The New York Times

Published: September 16, 1960

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CROSTOWN ROUTE APPROVED BY CITY

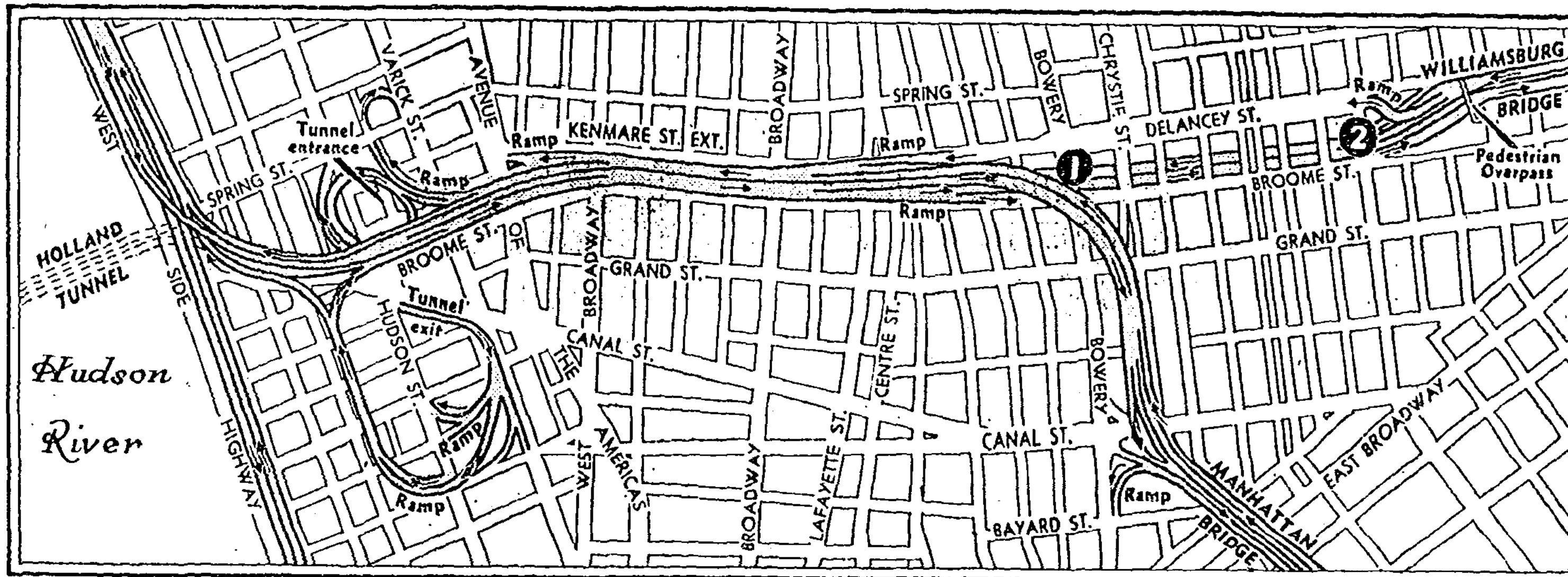
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erative apartments, Mayor Wagner announced that the university had agreed to allot about a third of the area for this purpose.

The expressway route voted last night is the same as that approved by the City Planning Commission in February, except that the map then under consideration was changed to provide for the under-subway path.

This change makes unnecessary the proposed five-foot widening of the Bowery and Elizabeth, Chrystie, Forsythe and Broome Streets required under the original plan to carry the expressway over the subway line.

The approved route follows Canal Street for about three blocks east of the West Side Highway, swerves northeast to cross Holland Tunnel Plaza and



The New York Times

EXPRESSWAY: Route will be elevated except for the Williamsburg Bridge link, which will be depressed.

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continues along the north sides of Watt and Broome Streets.

When it reaches Elizabeth Street, just west of the Bowery, the highway splits. The northern leg dips under local streets until it reaches a ramp connection with the Williamsburg Bridge at Delancey Street. The

southern leg, paralleling Chrystie Street, is an elevated section connecting with the Manhattan Bridge.

As a result of routing part of the northern leg under the Chrystie Street subway line, the city will obtain from the state \$1,600,000 that its own treasury

would have had to provide if the leg had run above the subway structure. The city would have had to pay this sum to reinforce the subway roof to carry the weight of the highway.

Construction costs of the expressway had been estimated at

\$47,000,000, with property acquisition \$36,000,000 more. The change in the map to provide for the subway crossing is expected to add \$1,856,000 to the construction cost.

The expressway, which will become a link in the national system of interstate and de-

fense highways, is expected to relieve the congestion caused by the trans-Manhattan travel of almost half of the 150,000 vehicles that cross the Williamsburg and Manhattan bridges daily.

It will also help relieve congestion caused by the use of city streets by more than half of the 60,000 vehicles passing through the Holland Tunnel daily.

The new highway, it has been estimated, will remove about 75,000 vehicle trips a day from the city streets.

Provisions for various access routes to the highway from local streets in the vicinity of its terminals are provided on the map.

In other actions, the board approved a local law increasing to \$6 the present jurors' fee of \$3 a day. The bill now goes to the Mayor for final action. He is expected to sign it.

The board also appropriated \$200,000, subject to later approval by Budget Director Abraham D. Beame, to pay the cost of removing 2,000 trees uprooted in Brooklyn, Queens and Bronx Hurricane Donna.

The New York Times

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